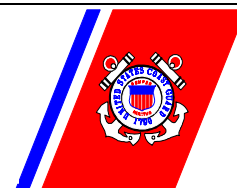




# LOCAL NOTICE TO MARINERS

U.S. Department of Homeland Security      United States Coast Guard



## WEEKLY EDITION – AUGUST 2004

~Navigation Information Service (NIS)~  
Watchstander, 24 hours a day at (703) 313-5900  
~Navcen Internet Address~  
[www.navcen.uscg.gov](http://www.navcen.uscg.gov)  
~Local Notice to Mariners~  
[www.navcen.uscg.gov/lnm](http://www.navcen.uscg.gov/lnm)

Issued by: Commander (oan)  
Seventeenth Coast Guard District  
PO Box 25517  
Juneau, AK 99802-5517

Telephone: (907) 463-2269 (0800-1600)  
After Hours: (907) 463-2004 (1600-0800)  
Facsimile: (907) 463-2273  
E-mail: [lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil)

Questions, comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) should be sent to the address above or by E-mail to: [lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil) For faster service, you can get the U.S. Coast Guard 17th District's Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at [www.navcen.uscg.gov/lnm/d17](http://www.navcen.uscg.gov/lnm/d17) or to get on our electronic mailing list and receive a *Microsoft Word* copy of the Local Notice to Mariners, send requests to the standard mail address above or by E-mail.

**REFERENCES:** Light List, Vol. VI, Pacific Coast and Pacific Islands, 2004 Edition (COMDTPUB P16502.6).  
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 26th Edition.  
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 21st Edition.

### BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by Broadcast Notice to Mariners 343/03 through 329/04 and still in effect is included in this notice.

### USE OF THE LOCAL NOTICE TO MARINERS

The Weekly Supplemental editions contain new information available subsequent to the issue of the Monthly edition. To ensure having complete information concerning the waterways of the Seventeenth Coast Guard District, consult previous Monthly editions dated for the first Tuesday of each month.

---

## I SPECIAL NOTICES

### DATES OF LATEST EDITIONS-NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2004, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

### BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or have that disruption feature disabled.

### AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov> This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

### DEPARTMENT OF HOMELAND SECURITY – REPORTING SUSPICIOUS ACTIVITY

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, [www.fbi.gov/contact/fo/fo.htm](http://www.fbi.gov/contact/fo/fo.htm), the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by E-mail to [nipc.watch@fbi.gov](mailto:nipc.watch@fbi.gov), to any Coast Guard unit or other appropriate authorities. The Coast Guard reminds the maritime industry that they may also report suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

---

**REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

**I SPECIAL NOTICES (CONT.)****ALASKA-PORT VALDEZ SECURITY ZONE**

The Coast Guard has established security zones encompassing the Trans-Alaska Pipeline System (TAPS) Valdez Terminal Complex, the TAPS tank vessels, and the Valdez Narrows. The security zones are necessary to protect the Alyeska Marine Terminal and TAPS tank vessels from damage or injury. The following is the security zone around Alyeska Marine terminal: the enclosed waters within a line beginning on the southern shoreline of Port Valdez at 61°04'57"N 146°26'20"W, north to 61°06'30"N 146°26'20"W, east to 61°06'30"N 146°21'15"W, south to 61°05'07"N 146°21'15"W, west along the shoreline and including the area 2000 yards inland along the shoreline to the starting point at 61°04'57"N 146°26'20"W. There are two yellow buoys that mark the northern corners of the security zone. For further information contact The Captain of the Port or LT Dittmar at (907) 835-7223.

**NAVIGABLE WATERS OF THE UNITED STATES – NAVAL VESSEL PROTECTION ZONE**

The U.S. Coast Guard has permanently established Naval Vessel Protection Zones (NVPZ) around U.S. naval vessels greater than 100 ft in length overall in the navigable waters of the Pacific Area (PACAREA). The Final Rule was published in the Federal Register on June 4<sup>th</sup>, 2002  
[http://www.gpo.gov/su\\_docs/aces/aces140.html](http://www.gpo.gov/su_docs/aces/aces140.html).

NVPZs create a 100-yard "no entry" zone unless authorized by the official patrol and a 500-yard "minimum speed" zone around the naval vessels. These NVPZs apply whether underway, at anchor, moored or in a drydock, except when a vessel is in a Restricted Area or a Naval Sea Defensive Area. Naval vessels include any vessel owned, operated, chartered or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command. A one-page depiction of the NVPZ can be found at [www.uscgboating.org](http://www.uscgboating.org). For further information, contact LT Patricia Springer at (510) 437-2951.

**REQUEST FOR INFORMATION ON THE USE OF LARGE-SCALE DRIFTNETS ON THE HIGH SEAS:**

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Commander (Poo) Coast Guard Island, 51-5 Alameda, CA 94568	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	OD11/Pacarea@d11.uscg.mil
USCG 14th District Commander D14 (ole) 300 Ala Moana Blvd Honolulu, HI 96850-4982	1-800-331-6176 1-808-541-2500	1-808-541-2123		D14cc dutyofficer@D14.uscg.mil
USCG 17th District Commander D17 (ole) PO Box 25517, Rm 771 Juneau, AK 99802-5517	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	D17-cc@cgalaska.uscg.mil

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between April 1<sup>st</sup> and August 31<sup>st</sup>. However, illegal activity may occur in other areas and at other times of the year.

Information desired include date, time, position, description of gear/vessel, name of vessel, homeport and observed activity. Video or photographs are highly desired and can be mailed or emailed to any of the offices above.

**HSDN FISHING VESSEL CHARACTERISTICS:**

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:

- Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: A structure normally located on an aft deck in which the nets are stored.
- Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Transponders: The radio transponders are approximately 4-6 feet tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 feet in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length. Your assistance is greatly appreciated.

**AK-KNIK ARM-DOCK EXPANSION PROJECT**

A 250 ft barge is anchored off the face of the port McKenzie Dock in Knik Arm until October. The barge's anchors are marked with white unlighted buoys, which submerge during periods of high current. For further information, contact Kurt Grant at (907) 632-1878.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT
--

**I SPECIAL NOTICES (CONT.)****AK-BERING SEA-CURRENT METER DEPLOYMENT**

Oceanographic Instrumentation mooring 04-BS-5A deployed at 59°53'50.5"N 171°42'11.4"W. Minimum clearance is 9 meters.  
 Oceanographic Instrumentation mooring 04-BSP-5A deployed at 59°53'52.7"N 171°42'38.2"W. Minimum clearance is 65 meters.  
 Oceanographic Instrumentation mooring 04-STL-1A deployed at 62°11'34.0"N 174°51'20.3"W. Minimum clearance is 8 meters.  
 The contact number for these moorings is (206)526-6180.

**VESSEL TRAFFIC RECOMMENDATIONS FOR EASTERN NORTON SOUND FROM 1 AUGUST THROUGH 31 OCTOBER**

Spectacled eiders (*Somateria fischeri*), a threatened species of seaduck, undergo flightless molt in several locations. The most imperiled population (The Yukon-Kuskokwim Delta breeding population) molts exclusively in eastern Norton Sound. Vessels should remain outside the following area from 1 August through 31 October to avoid disturbing large flocks of these birds (Coordinates provided in Decimal Degrees): Northwest corner 64°17'48"N 162°06'42"W Southwest corner 64°03'12"N 162°02'42"W Northeast corner 64°19'06"N 161°39'12"W Southeast corner 64°04'36"N 161°35'30"W. During the molting period, spectacled eiders are flightless and use their energy stores to stay warm and grow new feathers. Disturbance from vessel traffic, during this energetically demanding time, could result in harm to the spectacled eiders. The outlined area in Figure 1 [http://alaska.fws.gov/fisheries/endangered/images/nortonmap\\_uscg.jpg](http://alaska.fws.gov/fisheries/endangered/images/nortonmap_uscg.jpg) comprises the core molting area for spectacled eiders, although mariners may observe them outside this core area.

**WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) STUDY**

Periodically the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, re-locating, replacing, or discontinuing the aid is considered. In this regard the Coast Guard is conducting analysis of these waterways **Togiak Bay, Pribilof Islands, Craig Entrance, Southwest Baranof Islands, Lituya Bay, Orca Bay, and Kenai River Entrance Waterways**. If you would like to participate, please contact LT George Johnson at (907) 463-2265 or email at [gjohnson@cgalaska.uscg.mil](mailto:gjohnson@cgalaska.uscg.mil).

**AK-LORAN-C-PORT CLARENCE**

The United States Coast Guard is considering relocating its Loran-C operations from Port Clarence, Alaska (7960-Z/9990-Y) to Nome, Alaska. This proposal could alter the operations and coverage provided by the North Pacific (9990) and Gulf of Alaska (7960) Loran-C chains. Disestablishing Loran-C Station Port Clarence and establishing a new Loran-C Station in the Nome, Alaska area will likely affect the public's usage of Loran-C. While the coverage area provided by the 9990 and 7960 Loran-C chains will vary only slightly, users will no longer be able to use the 9990-Y or 7960-Z baselines without having their receivers reprogrammed to reflect the changes in latitude and longitude. It is possible that receivers that are not reprogrammed could provide hazardous misleading information to the user. In addition, timing users will need to determine a new reference value due to the geographic location of the station.

At this time, the Coast Guard is seeking comments only with respect to the impact on Loran-C operations. After this has been considered, should the Coast Guard choose to continue with this proposal the Coast Guard will prepare an Environmental Assessment. Comments should be addressed to LT Kirk W. Montgomery at (703) 313-5872 or email: [kmontgomery@navcen.uscg.mil](mailto:kmontgomery@navcen.uscg.mil).

**NOAA INSTRUMENT MOORINGS DEPLOYED**

The following moorings have been deployed and will be recovered in October 2004.

Location	Mooring #	Position	Depth(Meters)	Top Float Depth (Meters)
Gore Point	GBT-1	59°42'22.2"N 149°10'07.8"W	235	4
	GBT-2	59°31'19.8"N 149°10'56.4"W	218	4
	GBT-3	59°07'18.0"N 149°46'00.0"W	152	4

**AK-PRINCE WILLIAM SOUND-VALDEZ ARM AND TATITLEK NARROWS-HYDROGRAPHIC SURVEY**

The NOAA ship Rainer and her survey launches will be conducting hydrographic survey operations in the areas of Valdez Arm and Tatitlek Narrows. Survey operations will commence 03 August 2004 and continue until 17 September 2004. Rainer and its survey launches monitor VHF channels 16 and 82. For additional information contact the Rainier at (877) 665-6533 or by email at [co.rainier@noaa.gov](mailto:co.rainier@noaa.gov).

**AK-SEWARD-SEABED OBSTRUCTION**

There is a seabed obstruction located at approximate position 59°50'09.8"N 149°27'11.8"W and in a water depth of 269 meters. This obstruction is approximately 2 meters above the seabed, and although not representing a hazard to navigation, trawling and fishing vessels should note its position. If any vessel suspects their gear is snagged on the obstruction they should call Global Marine Systems at (800) 409-4471.

**AK-ANCHORAGE UNDERWATER OBSTRUCTION**

There is an underwater obstruction in the vicinity of the north end of the port of anchorage dock in approximate location 61°15'00"N 149°53'12"W. The obstruction is currently marked with an unlighted orange fishing buoy.

**AK-SEWARD SMALL BOAT HARBOR**

There is a Smallboat Harbor Renovation Project taking place in Resurrection Bay, Alaska. This entails changes to breakwalls, and Aids to Navigation. There will be a new breakwall constructed just west of the coal conveyor pier. The existing eastern most breakwall will be demolished. The southern breakwall will be extended and expanded during construction. For more information contact Wilder Construction Company main office at (907)344-2593 or the project office at (907)224-2400.

**AK-KODIAK ROCKET LAUNCH**

There will be a Rocket Launch from the launch site at Narrow Cape, Alaska. Safety zones will be established around Narrow Cape and off the east side of Sitkinak Island from 19-23 August 2004. Vessels may not be present inside the safety zones without prior permission from the Captain of the Port Western Alaska.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT
--

**II DISCREPANCIES – DISCREPANCIES CORRECTED**

**WARNING:** Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:

**LNM** – Local Notice to Mariners

**TLB** – Temporary Lighted Buoy

**TDBN** – Temporary Daybeacon

**BNM** – Broadcast Notice to Mariners

**TRLB** – Temporarily Replaced by Lighted Buoy

**TRUB** – Temporarily Replaced by Unlighted Buoy

**TUB** – Temporary Unlighted Buoy

**DISCREPANCIES**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
25347	NOAA Buoy 46081	Extinguished	16705	313-04	31/04

**DISCREPANCIES/PRIVATE AIDS**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

**DISCREPANCIES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
22325	Hump Island Daybeacon	Watching Properly	17422	318-04	30/04
23631	Holkham Bay Buoy 1	Watching Properly	17311	320-04	31/04
23632	Holkham Bay Buoy 2	Watching Properly	17311	325-04	31/04

**III TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED****TEMPORARY CHANGES**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
24107	Hawk Inlet Daybeacon 2	Temporarily Replaced with a Buoy	17300		39/02
26090	Port Chatham Shoal Daybeacon "PC"	Daybeacon has been temporarily replaced with a Junction Buoy	16645	159-02	19/02
26470	Ouzinkie Narrows Daybeacon 4	Temporarily Replaced with a Buoy	16594	239-04	26/04
984.1	NOAA Data Lighted Buoy 46066	Temporarily Discontinued	531	289-04	29/04
27827	St George Harbor Entrance Light 1	Temporarily Disestablished	16381	329-04	32/04

**TEMPORARY CHANGES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

**IV CHART CORRECTIONS**

<b>16663</b> 7th Ed 01 Jan 2004 Last LNM: 03/04	NAD 83	(CGD17)			32/04
AK- SOUTH COAST- COOK INLET – EAST FORELAND					
Add wreck (Chart 1 K28)		at	61°15'00.0"N 149°53'12"W		
<b>16665</b> 8th Ed 01 Dec 2003 Last LNM: 29/04	NAD 83	(CGD17)			32/04
AK-SOUTH COAST-COOK INLET-APPROACHES TO ANCHORAGE					
Delete wreck (Chart 1 K29)		at	61°15'00.0"N 149°53'12"W		
Add wreck (Chart 1 K28)		at	61°15'00.0"N 149°53'12"W		
<b>16760</b> 10th Ed 18 Nov 2000 Last LNM: 31/04	NAD 83	(CGD17)			32/04
AK-CROSS SOUND TO YAKUTAT BAY					
Relocate Lisianski Island Light		at	58 05'52.6"N 136 28'02.6"W		
		to	58 05'55.7"N 136 28'05.0"W		
<b>17300</b> 30th Ed 01 Oct 2002 Last LNM: 24/04	NAD 83	(CGD17)			32/04
AK-SOUTHEAST COAST-STEPHENS PASSAGE TO CROSS SOUND INCLUDING LYNN CANAL					
Relocate Pelican Entrance Light		at	57 57'20.7"N 136 13'47.9"W		
		to	57 57'20.8"N 136 13'48.0"W		
Relocate Lisianski Inlet DBN 4		at	58 02'04.5"N 136 21'57.1"W		
		to	58 02'04.8"N 136 21'55.1"W		
Relocate Lisianski Island Light		at	58 05'52.6"N 136 28'02.6"W		
		to	58 05'55.7"N 136 28'05.0"W		
Relocate Lisianski Strait Light 2		at	57 59'21.6"N 136 22'13.6"W		
		to	57 59'23.5"N 136 22'17.2"W		

**REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

**IV CHART CORRECTIONS (CONT.)**

<b>17302</b> 18th 02 Mar 2002 Last LNM: 24/04	NAD 83	(CGD17)	32/04
AK-SOUTHEAST COAST-ICY STRAIT AND CROSS SOUND			
Relocate Pelican Entrance Light		at 57 57'20.7"N 136 13'47.9"W	
		to 57 57'20.8"N 136 13'48.0"W	
Relocate Lisianski Inlet DBN 4		at 58 02'04.5"N 136 21'57.1"W	
		to 58 02'04.8"N 136 21'55.1"W	
Relocate Lisianski Island Light		at 58 05'52.6"N 136 28'02.6"W	
		to 58 05'55.7"N 136 28'05.0"W	
<b>17303</b> 9th 04Jun 1998 Last LNM: 24/04	NAD 83	(CGD17)	32/04
AK-YAKOBI ISLAND AND LISIANSKI INLET			
Relocate Pelican Entrance Light		at 57 57'20.7"N 136 13'47.9"W	
		to 57 57'20.8"N 136 13'48.0"W	
Relocate Lisianski Inlet DBN 4		at 58 02'04.5"N 136 21'57.1"W	
		to 58 02'04.8"N 136 21'55.1"W	
Relocate Lisianski Island Light		at 58 05'52.6"N 136 28'02.6"W	
		to 58 05'55.7"N 136 28'05.0"W	
Relocate Lisianski Strait Light 2		at 57 59'21.6"N 136 22'13.6"W	
		to 57 59'23.5"N 136 22'17.2"W	
<b>17372</b> 10th 01 Mar 1997 Last LNM: 24/04	NAD 83	(CGD17)	32/04
AK-THE SUMMIT			
Add Keku Strait DBN 24		at 56°40'02.3"N 133°43'52.8"W	
Add Keku Strait DBN 28		at 56°41'03.6"N 133°44'04.1"W	
<b>17385</b> 14th Ed 01 Feb 2003 Last LNM: 14/04	NAD 83	(CGD17)	32/04
AK-ERNEST SOUND EASTERN PASSAGE AND ZIMOVIA STRAIT			
Add Lighted Buoy and text (4) PA Priv FL Y 6s		at 56 27'27.0"N 132 23'06.0"W	
<b>17430</b> 10th Ed 07 Feb 1998 Last LNM: 03/04	NAD 83	(CGD17)	32/04
AK-SOUTHEAST COAST-KETCHIKAN HARBOR			
Add FI W 4s Lighted Buoy (priv)		at 55 20'08.0"N 131 37'59.0"W	

**V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**

NONE

**VI PROPOSED CHANGES TO AIDS TO NAVIGATION**

Periodically the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted below. Comments should be addressed to LT George Johnson at (907) 463-2265 or email: [gjohnson@cgalaska.uscg.mil](mailto:gjohnson@cgalaska.uscg.mil).

1. Relocating Hawk Inlet Daybeacon 2 (LLNR 24107) from 58°04'39.0"N 134°47'55.8"W to 58°05'14.0"N 134°46'50.0"W.
2. Establishing Keku Strait Daybeacon 23A in position 56°40'30"N 133°44'00"W.

**VII GENERAL**

NONE

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT
--

**VIII LIGHT LIST CORRECTIONS**

(\* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
(* Denotes the column in which a correction has been made or new information added.)							
22162	Alaska General Seafood "AGS" Buoy	55 20 08 N 131 37 59 W	FI W 4s				Private Aid. 32/04
*	*	*	*				*
22625	Cemetery point lighted Marker Buoys (4)	56 27 27N 132 23 06W	FI Y 6s				Private Aids. 32/04
*	*	*	*				*
24285	- LIGHT	58 05 56 N 136 28 05 W	FI W 6s	65	6	NR on small house.	Obscured from 333° to 133°. 32/04
		*					
24300	- Daybeacon 4	58 02 05 N 136 21 55 W				TR on spindle.	32/04
		*					
25390	- LIGHT 6	57 59 23 N 136 22 17 W	FI R 2.5s	25	4	TR on steel skeleton tower.	32/04
		*					

**IX ADDITIONAL ENCLOSURES**

--	--	--

D. M. Seris  
Aids to Navigation Branch  
Seventeenth Coast Guard District



Operational Excellence Through Leadership, Teamwork,  
And Innovation

